

[001] ELECTROMAGNETICALLY ACTUATED DUAL  
CLUTCH-BRAKE COMBINATION

[002]

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[004] The invention concerns an electromagnetically actuated dual clutch-brake combination according to the preamble of the principal claim.

[005]

[006] Such an electromagnetic dual clutch-brake combination is used for the optional drive connection of a drive input shaft to a first or to a second drive output shaft. Depending on the shift condition of the dual clutch-brake combination, a single electric motor coupled to the drive input shaft can drive the first drive output shaft or the second one.

[007] A dual clutch-brake combination of the type described is disclosed in DE 100 58 199 A1.

[008] Such a dual clutch-brake combination can be used in the drive train of an all-wheel vehicle with range shifting between a fast and a slow operating range and a variable longitudinal differential lock. In the vehicle's drive train a shiftable, two-stage range gear system is arranged after the main gearbox, such that the first stage corresponds to the slow drive range and the second stage to the fast range. The range gear system comprises a shift element in the form of a claw or disk clutch or a synchromesh, which can be actuated by the first drive output shaft of the dual clutch-brake combination via an actuation mechanism. When the second drive output shaft of the dual clutch-brake combination is rotating, then depending on the rotation direction, a disk clutch is closed further or opened further, which depending on its degree of closure transfers a certain torque between the two drive axes of the vehicle. If the disk clutch is fully closed, the front and rear axle differentials are driven at the same speed.

[009] The dual clutch-brake combination according to DE 100 58 199 A1 thus enables a single electric motor optionally to shift the two-stage range gear system or to actuate the variable longitudinal differential lock. The drive input shaft of this

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dual clutch-brake combination can be braked to rest by an electromagnetic brake. A static torque exerted on the drive input shaft by the electric motor can even be maintained when the electric motor is not under load in that the brake is applied before the electric motor is turned off. The electric motor is unloaded and the overall consumption of electrical energy is reduced. A frequently encountered driving situation on difficult ground is to start with a closed longitudinal differential lock in the slow driving range. When the vehicle has reached a certain speed, a shift to the fast driving range is necessary. If a dual clutch-brake combination such as that described in DE 100 58 199 A1 is used, the driving range can only be shifted if the variable longitudinal differential lock is opened briefly.

[010] Accordingly, the purpose of the invention is to indicate a dual clutch-brake combination with which a shift of the range gear system can take place, while the torque transferred by the variable longitudinal differential lock between the drive axles remains unchanged even during the range shift.

[011] This objective is achieved by an electromagnetically actuated dual clutch-brake combination also having the features of the characterizing portion of the principal claim.

[012] Advantageous design features of the invention are described in the subordinate claims.

[013]

[014] The second drive output shaft of the dual clutch-brake combination, which is provided for the actuation of the clutch of the longitudinal differential lock, is connected rotationally fast to a brake armature which brakes the second drive output shaft when the brake magnet coil is energized with electric current. When the clutch armature connected rotationally fast to the drive input shaft is in its first shift position, in which it is connected to the first drive output shaft in positive torque transmission, an electric motor connected to the drive input shaft can be used to shift the range gear system from the slow to the fast driving range or vice-versa, so long as the second drive output shaft is firmly braked. Thus even during

the shifting of the range gear system optimal traction is ensured by the blocked longitudinal distributor.

[015] In an advantageous embodiment of the invention the clutch armature has at one end a friction surface which in the first shift position of the clutch armature is pressed against an opposite friction surface of a first flange fixed on the first shaft.

[016] In a further embodiment of the invention the clutch armature has a hollow cylindrical area with internal gear teeth which, in the second shift position, engage with the drive gear teeth of a second flange arranged on the second drive output shaft. In this second shift position the clutch armature is held by passive restoring means such as an elastic spring or a permanent magnet. The passive restoring means do not need to exert any large axial force on the clutch armature. Yet, the frictional torque transmission by means of the drive gear teeth enables high torques to be transferred. The axial force exerted on the clutch armature by the magnetic coil of the clutch in the first shift position is large enough for the required torque to be transferred even by the friction surfaces.

[017] An embodiment of the invention, advantageous from the design standpoint is characterized in that the second flange is axially stepped, with the drive gear teeth formed on the radially outer step and with an annular disk spring attached to the radially inner step, which connects the brake armature rotationally fast and axially movably to the second flange.

[018] The second flange can be fixed as a separate component on the second drive output shaft or, in an advantageous design, it can be made as one piece with the second flange.

[019] A favourable arrangement of the functional elements is achieved when the second drive output shaft and the second flange have a through-going hollow space in the area of their rotation axis, through which the first drive output shaft passes.

[020] The dual clutch-brake combination according to the invention is particularly appropriate for the control of an all-wheel distributor gearbox for a vehicle with several drivable axles, with a variable longitudinal differential lock and an at least

two-stage shiftable range gear system arranged after a main gearbox of the vehicle. The longitudinal differential lock of the all-wheel distributor gearbox comprises a clutch which, depending on the degree of its closure, transfers a torque between the two drivable axles of the vehicle. The range gear system comprises a shift element such that the said shift element of the range gear system can be actuated directly or via an actuation mechanism by the first drive output shaft of the dual clutch-brake combination. The degree of closure of the clutch of the longitudinal differential lock can be varied by a rotation of the second drive output shaft.

[021]

[022] The invention will be explained in more detail with reference to the attached figures, which show:

[023] Fig. 1: A section through a dual clutch-brake combination in a first shift position, and

[024] Fig. 2: A section through a dual clutch-brake combination in a second shift position

[025]

[026] Fig. 1 shows a drive input shaft of a dual clutch-brake combination 8, a first drive output shaft 4, and a second drive output shaft 6. The input shaft 2 is engaged with the drive output shaft 10 of an electric motor (not shown), which is held in rotationally fixed connection by a keyway joint 12. The drive shaft 2 and the two drive output shafts 4, 6 are axially fixed by bearings 14, 16, but mounted so that they can rotate in a two-part housing 18, 20 of the dual clutch-brake combination 8. On the first drive output shaft 4 is arranged a flange 20, which has at its outer circumference a shoulder 22 whose end face forms a friction surface 24, which is provided in order to cooperate with an opposing friction surface 26 of the clutch armature 28. The clutch armature 28 is connected to a flange 30 of the drive input shaft 2 by an annular disk spring (not shown), rotationally fixed but able to move axially. In the shift position (shown in Fig. 1),

a magnetic coil 32 of the clutch is energized with current. Accordingly, the armature moves so that the magnetic circuit establishes contact between the friction surfaces 24, 26 of the flange 20 and the clutch armature 28. Thus, when the magnetic coil of the clutch is switched on, the clutch armature 28 is pressed against the flange 20 so that by virtue of the friction surfaces 24, 26 a torque is exerted by the clutch armature 28 connected to the drive input shaft 2 on the flange 20 connected to the first drive output shaft 4. On its side facing towards the magnetic coil of the clutch, the clutch armature 28 has a hollow cylindrical section which encloses the outer circumference of the magnetic coil 32 of the clutch with a small radial clearance. When the magnetic coil 32 of the clutch is switched off, the armature is moved by an annular disk spring 34 (shown in Fig. 2) toward the right as seen in Fig. 2, into its second shift position, and held there. In this shift position, the friction surfaces 24 and 26 of the flange 20 and the clutch armature 28 are axially separated, so no torque is transferred between the drive input shaft and the first drive output shaft. However, in this second shift position, inner gear teeth 36 present in a hollow cylindrical area 38 of the clutch armature 28 are engaged with drive gear teeth 40 formed on the outer circumference of a flange 42 connected to the second drive output shaft 6. The flange 42 connected to the second drive output shaft 6 is axially stepped, such that the drive gear teeth 40 are formed on a radially outer step 44 and an annular disk spring 48 is attached to a radially inner step 46, which connects a brake armature 50 of an electromagnetic brake 52 rotationally fast, but axially movably to the second drive output shaft 6. The brake armature 50 is attracted by a magnet element 54 of the electromagnetic brake 52 when a brake magnet coil 56 is energized with current. The electromagnetic brake 52 can be actuated independently of the electromagnetic clutch, so that all four shift conditions can be implemented. In particular, it is possible, first, when the clutch magnet coil 32 is switched off, to impose a given torque on the second drive output shaft 6 by means of the input electric motor, which determines the torque transmission in the variable longitudinal differential lock of a distributor gearbox of a vehicle. If the electromagnetic brake 52 is now switched on, this torque is still applied statically

to the second drive output shaft 6 even when the clutch magnet coil 30 is energized with current and the connection between the clutch armature 28 and the second output shaft 6 is disengaged. The electric motor can then be used to activate the first drive output shaft 4, by which the range shift between a slow-drive range and a fast-drive range is brought about.

[027] The second drive output shaft 6 is constructed as one piece with the stepped flange 42 and has along its rotation axis a through-going hollow space through which the first drive output shaft 4 passes. The flange 20 has a widened hub adjacent to the radially inner step 46 of the stepped flange 42 and a small axial distance from it. Thus, at least in part, the hub 20 occupies the same axial structural space as the radially outer step 44 of the stepped flange 42. This saves axial structural space. The first output shaft 4 extends axially beyond the area of the flange 20 into a hollow cylindrical area 58 of the drive input shaft 2. The first output shaft 4 is mounted in the input shaft 2 by means of a bearing 60 and in the second output shaft 6 by means of bearings 62, 64.

Reference numerals

2 drive input shaft	34 annular disk spring
4 first drive output shaft	36 inner gear teeth
6 second drive output shaft	38 hollow cylindrical area
8 dual clutch-brake combination	40 drive gear teeth
10 engine shaft	42 flange
12 keyway connection	44 area
14 bearing	46 area
16 bearing	48 annular disk spring
18 housing component	50 brake armature
20 housing component	52 electromagnetic brake
22 collar	54 magnet element
24 friction surface	56 magnet coil
26 friction surface	58 area
28 clutch armature	60 bearing
30 flange	62 bearing
32 clutch magnet coil	64 bearing